



PROJECT: MD 201 Extended (Kenilworth Avenue)/US 1

DESCRIPTION: Study a 4 - 6 lane divided highway from I-95/I-495 (Capital Beltway) to MD 198 (7.1 miles). Bicycle and pedestrian access will be considered as part of this project. Includes study to construct an interchange at MD 212 (Powder Mill Road).

JUSTIFICATION: US 1 and Edmonston Road are over capacity and experience severe congestion during peak periods. The local roadway network is inadequate. Industrial and employment centers are being developed in the area.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 212 Relocated, US 1 to I-95 (Line 6)
 East/West Intersection Improvement Program (Line 10)
 East/West Link Improvements (Line 26)
 MD 28/MD 198, MD 97 to I-95 (Line 27)
 US 1, College Avenue to Sunnyside Avenue (Line 30)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$ 1.4 million is due to increased public involvement and review of additional alternatives.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	4,233	3,083	700	350	100	0	0	0	0	1,150	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,233	3,083	700	350	100	0	0	0	0	1,150	0
Federal-Aid	2,963	2,158	490	245	70	0	0	0	0	805	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 34,275

PROJECTED (2025) - 52,100

OPERATING COST IMPACT N/A